

said onboard maintenance terminal linking faults to maintenance documentation; and,  
said onboard maintenance terminal further linking flight deck effect (FDE) engine  
indication crew alerting system, (EICAS) messages to the aircraft fault isolation manual, (FIM)  
troubleshooting procedures.

A1  
cond. 2. (Amended) The method of operating an onboard maintenance terminal for an aircraft  
comprising the steps of:

selecting a real time highlighted central maintenance computer (CMC) fault or flight deck  
effect (FDE) being displayed on the (CMC) maintenance terminal menus; and,

obtaining a display of the aircraft fault isolation manual (FIM) troubleshooting procedure  
for the (CMC) fault or flight deck effect (FDE) indication.

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*Please add the following claims:*

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3. (New) A method for providing airline mechanics with an electronic maintenance  
terminal (MT) for displaying real time central maintenance computer (CMC) data screens  
including the steps of:

A2 providing said airline mechanics with access to fault isolation manual (FIM)  
troubleshooting procedures via an internal software hot link between the (CMC) fault code and  
the (FIM) procedure wherein (FIM) data is a subset of an electronic portable maintenance aid  
(PMA) data; and

further linking a flight deck effect (FDE) engine indication crew alerting system (EICAS)  
messages to (FIM) troubleshooting procedures.

4. (New) An integrated onboard maintenance documentation system having a  
central maintenance computer (CMC);

storing hyperlinked documentation;

means for automatically linking a real time diagnostic central maintenance computer  
(CMC) fault or a flight deck effect (FDE) engine indication crew alerting system (EICAS)